

Charrette 2004

Public Comment

From: EnviroIssues <Info@enviroissues.com>
To: "catherine.maggio@seattle.gov" <catherine.maggio@seattle.gov>
Date: 1/22/04 10:07AM
Subject: FW: Alaskan Way Viaduct & Seawall Replacement Project

FYI -

-Kristy Laing
klaing@enviroissues.com <mailto:klaing@enviroissues.com>
EnviroIssues

Dept. of Design
Construction & Land Use
JAN 21 2004
RECEIVED

-----Original Message-----

From: Darlene Cox [mailto:darco@qwest.net]
Sent: Wednesday, January 21, 2004 6:54 PM
To: Alaskan Way Viaduct & Seawall Project
Subject: Re: Alaskan Way Viaduct & Seawall Replacement Project

These discussions about developing the waterfront are going to benefit only one segment of Seattle's population: Developers. Every day, Seattle is looking more like a tourist attraction, rather than a liveable city. The glitzy new library we really didn't need, the design of which is enough to give me nightmares. The new City Hall complex is another boondoggle: a plush playground for bureaucrats who have nothing better to do than tear down what used to be a beautiful city. Now, you want to tear down a structure that has stood for over 40 years, and will stand for another 40, with a little shoring up. The inconvenience that will be caused to commuters of the viaduct will be profound. The seawall and underground transportation corridor being considered is ludicrous (sp?). I am sick to death of City Hall ruining my city. Can't you people find some other pet project? Maybe in the Central Area? Or, better yet, back east somewhere. Far, far away, in any event. Darlene Cox

RECEIVED

Briefly -

because of the liquefiable soil issue and our geological composition my original proposal was:

raise the viaduct as a house mover raises a home to move it place some sort of pontoon system underneath the viaduct pillars - then back in place

★ Now, since tunnelling seems to be in the equation anyway why not ~~excavate~~ excavate, pontoon/grout entirely underneath the viaduct - so it's a permanent fix - then go with half REBUILD PLAN - half existing tunnel with access to Elliott/Western for Ballard (of course, retrofitting each step of the way)

Ferry: split between two piers one at south end one at north end (accommodating more tourist traffic and more residents moving to the islands) ? Pier 48 & 70?

Angled streets within a neighborhood: what about emergency vehicle access?

★★★ Pier 46 neighborhood ☺ excellent what about parking issues this will generate and all other proposed parks ☺

Elliott Bay Bridge: Cruise ship "accidents" and intense wind storms and bottlenecks at beginning and end points

Thank you

From: "Ecker, Bonnie J NWS"
<Bonnie.J.Ecker@NWS02.usace.army.mil>
To: 'Teresa Trujillo' <Teresa.Trujillo@Seattle.Gov>
Date: 4/29/04 9:14AM
Subject: RE: Seattle and Waterfronts: Ray Gastil Lecture!

Hi Teresa,

Just want to make a comment here...it's nice to have such speakers come and talk to citizens and planners of Seattle, but we're past that stage now for listening to people with ideas for a waterfront. Such speakers should have been here and done with before the February two-day charrette. I suspect that with all the work the 22 teams did for designing the waterfront, that those ideas would be considered. Who then is benefiting from speakers coming to Seattle now? If someone is, then the two-day workshop was for not, in my opinion.

Bonnie Ecker

>>> "Claudia Hirschey" <Clsc@deainc.com> 04/07/04 09:46PM >>>
Dear Ms. Trujillo,

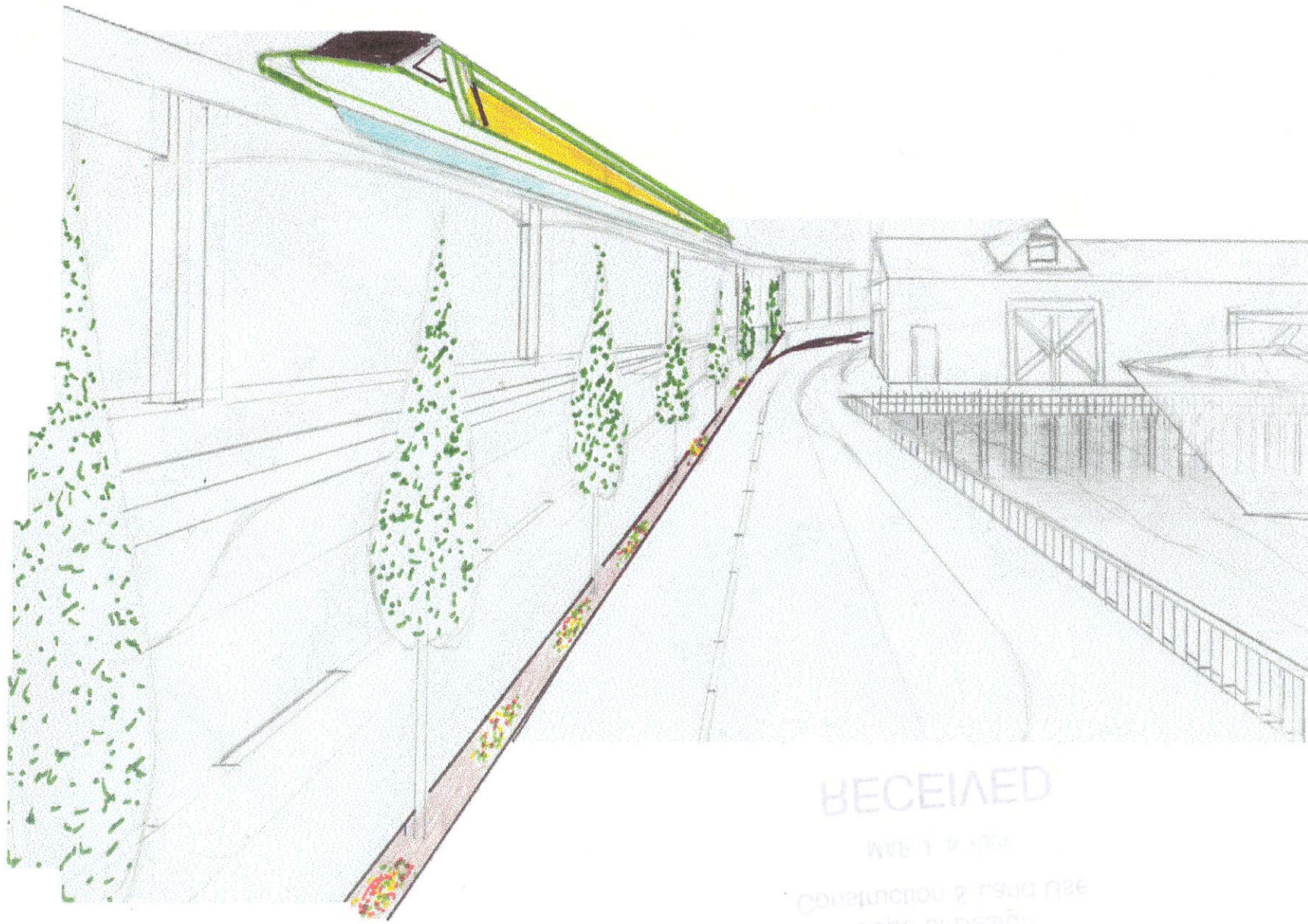
I have just returned from the Waterfront Charrette presentations/event and would like to present some observations as the City of Seattle continues with the waterfront planning process. The designs were almost all seriously lacking in any consideration of jobs and the economy. Every design eliminates Terminal 46, a site with 3,000 family wage jobs. The multiplier effect of these jobs is county-wide. Replacement land use proposed for T46 replaces well paying jobs with low paying jobs. In addition, cargo forecasts for the next 50 years will mean that the Port of Seattle will see an increase in trade and shipping over the long term.

I really appreciate that the Mayor wants to join the city and its waterfront. However, I fail to understand why we cannot bring Seattle closer to its working water front as well. We should show pride of the labor on the waterfront and their role in the community, especially their economic impact to the community. I'm disappointed that so many planners and architects have such a poor understanding of our society's needs. There are plenty of redevelopment opportunities elsewhere for condos and parks.

I would suggest next time that the teams be provided with more information, before engaging in such an intensive charrette. Information such as: this is one of the few deep water ports in the world. Information such as: salmon like to swim up stream to spawn, and don't need a fish spiral for a toy. Why would we build a floating wetlands over deep water?

The event was enjoyable, and the energy being expended in this effort is remarkable. Let's try and make sure that the future planning efforts are well grounded, based on good information. And let's try and respect the value of good jobs in our community, and those that hold these jobs.

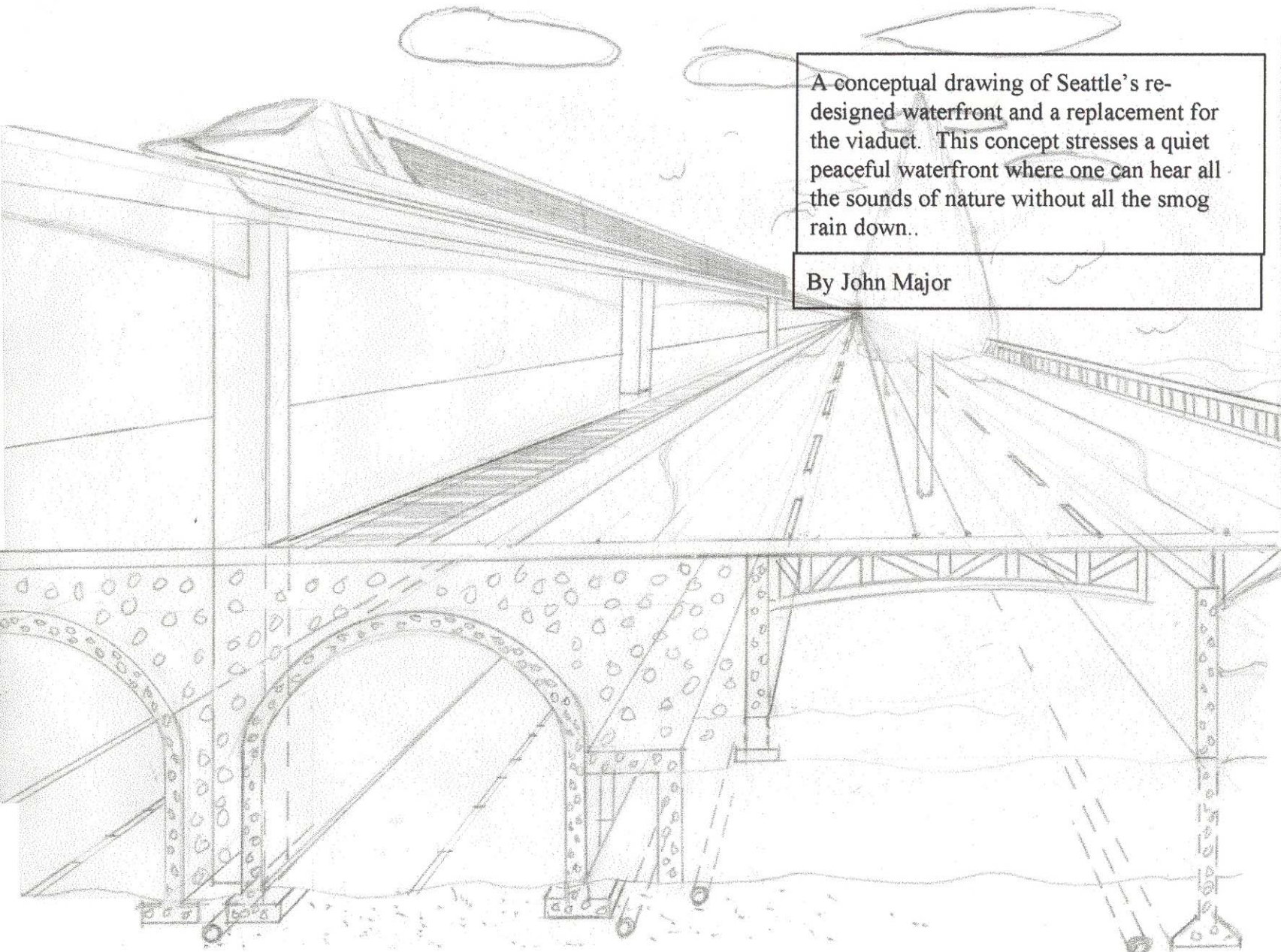
Claudia Hirschey
12527 SE 72nd Street
Newcastle, WA 98056
425-519-6556



RECEIVED

MAR 1 9 40 AM

Construction & Land Use
Dept. of Design



A conceptual drawing of Seattle's re-designed waterfront and a replacement for the viaduct. This concept stresses a quiet peaceful waterfront where one can hear all the sounds of nature without all the smog rain down..

By John Major

make (māk) *vb* **1** to bring into being by shaping or altering **2** to form in the mind, a judgment or plan **3** to put together by combining parts **4** to build, construct, formulate, devise, create **5** to prepare for use; arrange **6** to cause to happen

Dept. of Design
Construction & Land Use
MAY 18 2004
RECEIVED

May 12, 2004

Robert Scully
Urban Designer
Planning & Development Dept.
700 5th Ave, Ste 2000
Seattle, WA 98104

Re: Potential Alternate Elevations and Routing for the Alaska Way Viaduct Replacement Tunnel Alternative

Dear Mr. Scully:

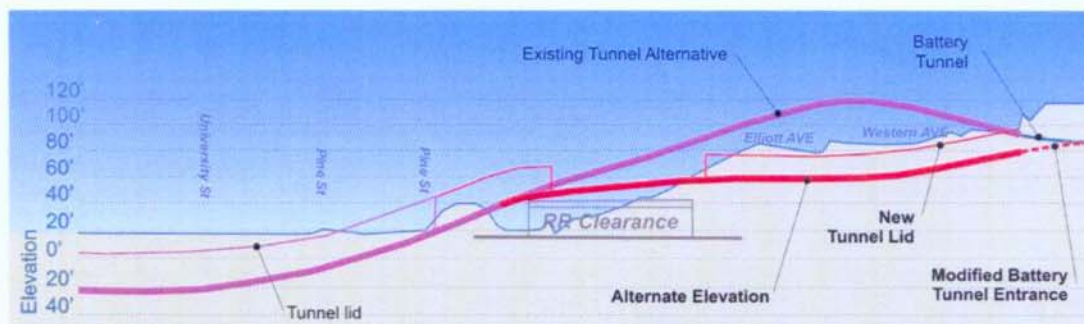
As a follow-up to participating in the City's Waterfront Charrette, the MAKERS + Friends team would like to draw your attention to two ideas regarding the Alaska Way Viaduct Tunnel Alternative:

1. An alternate elevation between Pike/Pine and the Battery Street Tunnel.
2. Routing the northbound lanes under Western Avenue.

Alternative Elevation between Pike/Pine and Battery Streets

In the existing Tunnel Alternative, SR 99 surfaces between Pike and Pine and continually increases in elevation to provide adequate clearance over the Railroad, Elliott, and Western Avenues.

Our team suggests tunneling underneath Elliott and Western Avenues rather than crossing these arterials as an elevated structure, as shown in the following illustration. (Our alternative would not affect the elevation gain required for Railroad clearance).



Suite 901
1425 Fourth Avenue
Seattle, Washington 98101

phone/ 206.652.5080
fax/ 206.652.5079
e-mail/ makers@makersarch.com

May 12, 2004

Page 2

We believe tunneling under Elliot and Western Avenues better aligns with the City's Central Waterfront Plan goals and would provide the following advantages:

- Improve the visual and physical connection between downtown and the waterfront.
- Provide development opportunities on the blocks occupied by and adjacent to the existing and currently proposed elevated structure.
- Increase tax base revenues available to the City of Seattle.
- Improve driving conditions by decreasing the SR 99 road slope to 5% grade after railroad clearance

This option places SR 99 at a lower elevation at the Battery Street Tunnel entrance and would likely require reworking the portion of the tunnel between Battery Street and Second Avenue. Although this (and other potential issues) could increase this option's costs, we believe its potential advantages warrant its consideration.

Routing Northbound Lanes under Western Avenue

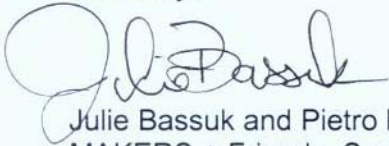
The Tunnel Alternative currently follows the approximate route of the existing Alaska Way Viaduct and will require closing the existing viaduct during some construction phases. As is illustrated, our team suggests placing the northbound lanes in a tunnel under Western Avenue, which has the potential to improve construction phasing, on- off-ramp alignment, and overall road slope.



May 12, 2004
Page 3

Thank you for considering our suggestions to improve the Alaska Way Viaduct Tunnel Alternative. Do not hesitate to contact us if you need more information or would like to discuss this further.

Sincerely,

A handwritten signature in black ink, appearing to read "Julie Bassuk".A handwritten signature in blue ink, appearing to read "Pietro Potestà".

Julie Bassuk and Pietro Potestà

MAKERS + Friends, Seattle Central Waterfront Charrette Team 7

Cc: John Rahaim, DPD Executive Director
Bob Chandler, SDT Strategic Advisor
Barbara Wilson, Planning Commission Analyst
Maureen Sullivan, WSDOT Project Manager
Steve Pearce, SDT Strategic Advisor
Allison Ray, WSDOT Environmental Coordinator

March 31, 2004

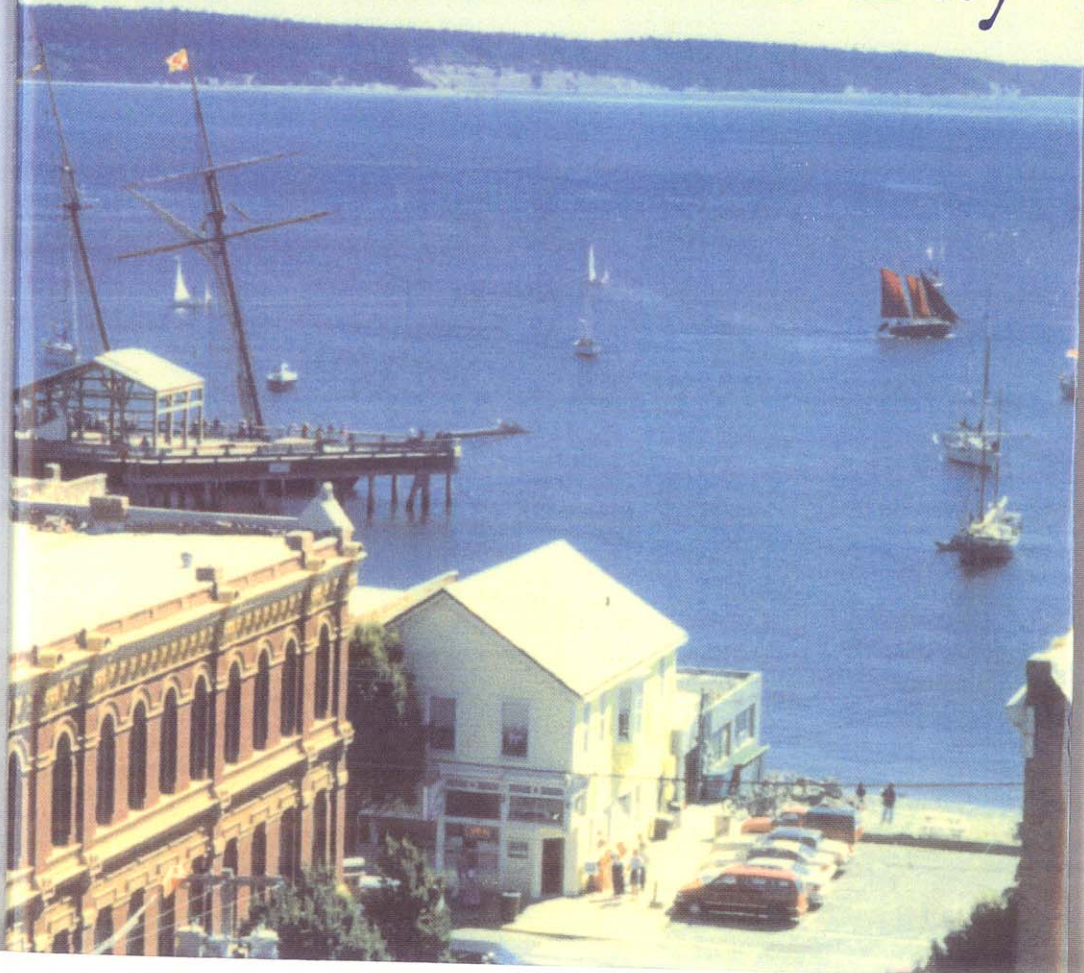
To the Honorable Greg Nickels
And to the Seattle Department of Planning and Development

Dept. of Design
Construction & Land Use
MAR 31 2004
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Thank you for the post card inviting me to the April 7, 2004, waterfront charrette presentation and exhibit. I had wanted to go to the initial charrette but could not. Had I gone I would have raised my hand and proposed an idea. That idea would have drawn snickers and befuddlement and scorn, maybe justified.

This letter is to reveal my idea. If you look at a mountain, you may form a desire to climb it. If you look at good dancers you may wish to take some dance lessons. If you look at the dock in the following photograph you may form a desire that is the idea. What is it?

The Wharf at Port Townsend Bay



Years ago I went to Port Townsend as a young, inexperienced attorney and over time I learned about the community. I became president of the local bar association. I was president of the county historical society. I walked, hiked, jumped off river cliffs, floated down a river as salmon passed up, and talked and gossiped with many local people, most of whom are now dead.

What I learned, the essence of this letter, I learned from my oldest stepson --- for he and his friends would go to the outer edges of the Port Townsend wharves and jump in. It seemed nuts to me at the time. Later, I walked out the old Union Wharf and the manager, Ralph Watson, and his assistant, Heidi, had let the dogfish processing staff off for a dock party and people were climbing to the top of the wharf building, to the roof, and jumping off. I learned what they knew: you can jump into Puget Sound without feeling cold if you get out within about 7 seconds. Thereafter, I would frequently go and jump into Port Townsend Bay. One time I stood on the edge of that wharf and people on shore in a restaurant noticed and they stared out the window at me and at the storm waves passing. I dove off the dock and then swam to a ladder and got out within 7 seconds. A waitress later told me the people yelled and cheered when I reappeared.

Another time I took Harold Dollar for a ride out to Fort Worden. He repaired cars from the 1940's and 1950's in downtown Port Townsend. During the drive he told me how he had come to live in Port Townsend. His father was stationed at Fort Casey and Harold lived there with his parents. One night his father was in a tavern there when someone was disgruntled, left and fired a rifle back into the drinking establishment. Harold's father was killed and his mother moved the family to Port Townsend. We parked at Fort Worden down near the beach facing the big wharf there - and I could not resist the temptation for I want to jump off the shoreside of the wharf. He said he'd be glad to sit and wait. I went out and jumped. It was most stimulating. We then drove back on downtown. Harold has been gone now for me years. All the attorneys that practiced there when I arrived have departed years ago. In my mind there is a part like a Brigadoon that comes alive not every 100 years but every so often when I stop to recall this and that about Port Townsend, like now, writing this letter to you.

Dock jumping. That is it. The secrets are:

1. Know how to swim.
2. Start with a warm body - like keep a coat on until just before jumping.
3. Only jump in deep water - to avoid spinal fracture.
4. Get out in seven seconds.
5. Be sure exit ladder is free of sharp barnacles.

How does this apply to Seattle? Seattle could have as its tourist signature a licensed, commercial dock jump at the place marked by the arrow on following shoreline outline. Tourists could stand by the hundreds around the circular bay and watch people scream as they jump and scream as they get out.

How would Seattle do this? The city would not. The city would only authorize and monitor.

How would it be done? An area of dock, maybe at the southwest part of the wharf just south of the aquarium, would be leased. The lessee would install changing rooms and showers. The lessee would have certain dock jumping ledges that were above a floating, netted pen. A pipe on the bottom would suck in deeper water and that water would be filtered to exclude tentacles from the summer poisonous jellyfish. That same water would be released at the bottom of the pen to move toward the surface, thereby keeping surface oil away. No chemicals would be added to the bay. The lessee would have to confer with hydraulic experts and structural engineers and would have to submit to the city an agreeable plan. The city would require certain types of bonding and/or liability insurance.

The city would fish for a lessee, that is, announce its interest in such a tourist activity and just wait and see who might be interested. It might take a couple of years but the entire time the city would be learning more and more about dock jumping.

When you look at a high ski jump and think of someone soaring many feet in the air or examine some of the Seattle stairway railings and realize from the scrapped paint that some skateboarder risked his life, dock jumping is tame. It is exhilarating and may produce the uplifting brain synapses that all those people hang out all night hoping for on the Belltown sidewalks on Blanchard Street between 2nd and 5th Avenues.

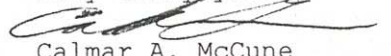
Anytime you'd like to try let me know. A friend of mine, Paul Macapius, now photographer for SAM, once visited Port Townsend, sport coat and all, and I persuaded him to jump off a dock. I'm ready.

Now you can hide this proposal and totally ignore it as dumb and unattainable, or you can phone, 547 5641 and/or 443 5633, and we can meet just south of the Seattle Aquarium for a jump. Because of uncertainty about barnacles on the ladder, we would wear shoes and leather gloves.

The matter of seven seconds, I can not explain except to say that upon hitting the cold water the brain is beset with so many signals of total panic and of assured discomfort that nothing registers - so there is no deep down inner feeling of coldness--- until the 8th second.

Regardless, thank you for reading this letter.

Very truly yours,


Calmar A. McCune
2101 North 55th Street
#113
Seattle 98103



Seattle's Central Waterfront Plan

charrette Presentation and Exhibit

April 7, 2004
5:30 - 9:00pm

Pier 66
Bell Harbor International Conference Center
Elliott Hall

Mayor Greg Nickels cordially invites you
to attend a presentation and exhibit of
the results of the waterfront charrette.

From: "McMuldroch, Christopher G"
<christopher.g.mcmuldroch@boeing.com>
To: <waterfrontplan@seattle.gov>
Date: 4/6/04 8:47PM
Subject: Viaduct replacement - bridge over Elliott Bay

Dear Waterfront City Planners,

I just read in the Seattle Times that a design forum for replacing the viaduct was held. That reminded me that in the Times a few months ago I read an article about replacing the Viaduct with a bridge out over Elliott Bay. This would dramatically change the outlook from Seattle, but maybe the change would have it's own delights!

From a construction and transition point of view it could be built for the most part without disturbing existing Viaduct traffic until the final connections were made. The existing viaduct could be removed afterwards, and the existing utilities would not need to be relocated under Alaskan Way. It seems like it might be a lot less expensive than rebuilding the seawall, moving the utilities under Alaskan Way, and then building a tunnel.

The piers for the bridge could encompass new assets for the city for example: Cruise ship terminal space, restaurants, open space and public walkways. A new inner harbor would be created, that could rival Victoria's inner harbor, or Vancouver's Granville Island / False Creek for on the water and water side activities. The Coleman dock could be retained or moved out to one of the bridge piers (better line-up parking?). Seattle would gain more shoreline, and a more protected inner harbor.

The view could be interesting too: a classic suspension bridge like the Golden Gate, or perhaps a unique "Seattle" signature design could frame the outlook on the Olympics.

I understand the bridge concept was discarded, I'd like to understand the problems that were foreseen for a bridge. Are there environmental reasons such as fish, or water quality? Is the water so deep as to difficult construction issues? Or is the change in the view the main reason for not even considering a bridge?

Best regards,
Chris McMuldorch
10551 - 14th NW Seattle WA 98177
mcmuldroch@comcast.net

Robert Scully - Waterfront Charrette #2 Public Comment

From: Robert J Messina <bmessina@u.washington.edu>
To: <waterfrontplan@seattle.gov>
Date: 3/3/2004 3:53 PM
Subject: Waterfront Charrette #2 Public Comment

Dept. of Design
Construction & Land Use
MAR 03 2004
RECEIVED

To City Design Staff:

I participated in a public tour of the recent waterfront visioning charrette, and I was very impressed with the energy and dedication that was evident among the different design teams. Thank you for providing that opportunity. I would just like to add my own brief reaction to some of the proposals that I saw.

1. Pike/Public Market Hill Town. It opens up the hillside to the west as a true hill town of streets, shops, and residences flowing down to the waterfront.
2. Extensions of Harbor Steps (University Street), Madison Street, and Yesler Way as open landscaped pedestrian ways all the way to the waterfront.

Those were the most logical and conforming responses to the hillside and bluff topology that faces the waterfront.

The things that didn't impress me:

1. Circus-like skybridge connecting to a vertical corkscrew tower as a means of descent from public market to waterfront. (Allied Arts?)
2. Huge "Golden Gate Bridge" accross Elliott Bay.

Sincerely,
Bob Messina

Part I of III

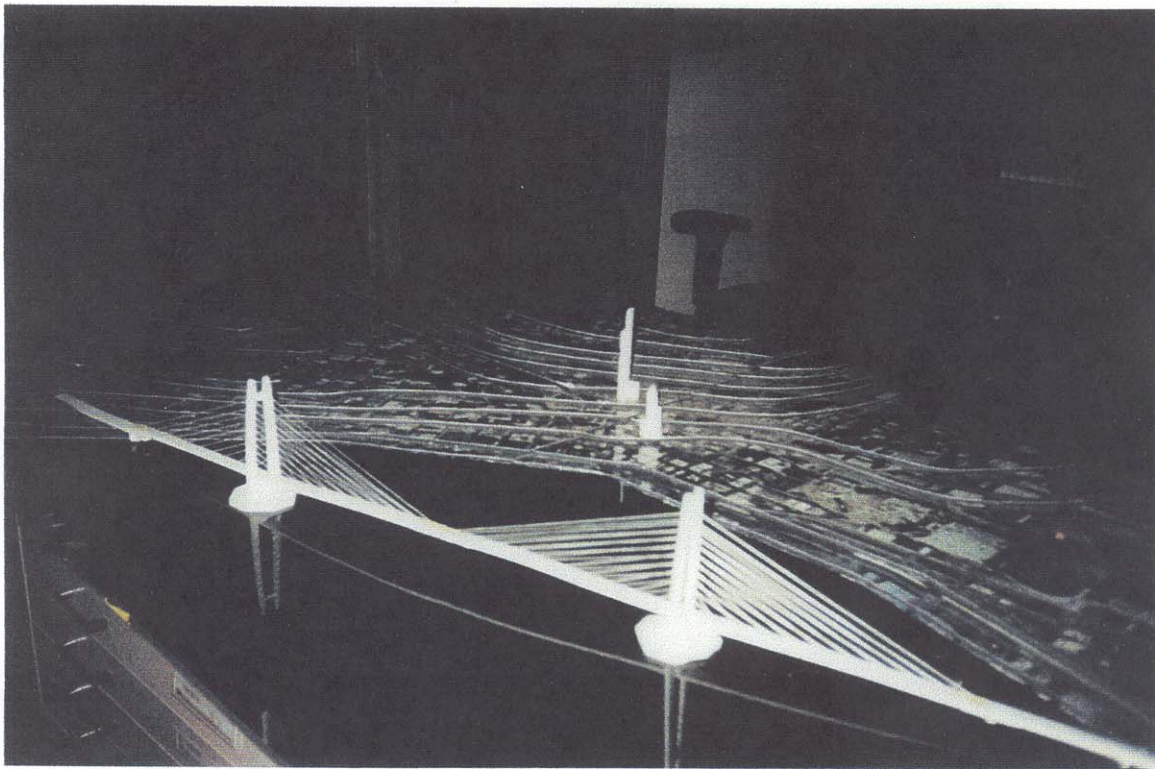
PROPOSED
ELLIOT BAY BRIDGE

Seattle WA

2.27.04

Dept. of Design
Construction & Land Use
FEB 27 2004

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By

Roger Patten AIA

Proposed Elliot Bay Bridge

Imagine a bridge built over Elliot Bay that removes the high speed traffic and noise of highway 99 away from the waterfront and returns the waterfront back to the city of Seattle for development.

Picture a cable-stayed suspension bridge with a main span of 3,450 feet for a total bridge length of 6,900 feet with approaches for a total length of two miles. It can be built within five years at a cost of about one billion dollars. The bridge would be the same length as the Alaskan Way Viaduct and replace it forever.

The bridge's main span is supported by two bridge towers that are approximately 1000 feet above sea level and support the cable stayed bridge span 240 feet above the water.

The towers will have a Viewing/Restaurant platforms at the 800 foot level for the south tower and Security facilities for the Port of Seattle and US Coast Guard at the south tower.

The bridge deck has a curved designed into it to allow for expansion and contraction of the superstructure between the approaches and will curve outward from the waterfront to afford a greater space for Seattle to have an Inner Harbor. This curved deck will also move the highway traffic a half mile off the waterfront, far enough away so you can see the vitality of the traffic but not hear it.

The curve in the bridge deck will also allow for the bridge alignment with the Battery Street Tunnel and when traveling north on the bridge the Space Needle will appear centered between the suspension cables and when traveling south (on a good day), Mt. Rainier will appear centered between the suspension cables.

The Bridge is designed to support six lanes of car/truck traffic and two monorail tracks under the bridge superstructure for a personal rapid transit (PRT) public monorail transportation service to the bridge towers and the cities new waterfront development.

The bridge towers will be mirror like, and at times their silhouettes will disappear and reappear like a mirash with reflections and shadows in the waters of Elliott Bay.

The bridge cable-stayed suspension system is a new and inventive structure and is supported by the two towers anchored approximately 220 feet below the surface of the water by means of a foundation system that will harness the unique geology of the Elliott Bay estuary and resolves the ecological impact of the bridge construction in a new and meaningful way.

The Elliott Bay Bridge will be the longest cable stayed bridge in the world and perhaps a new signature for the City of Seattle.

Some engineers believe the Alaskan Way Viaduct is too dangerous to use and should be shut down. Remember the California Northridge Earthquake of January 17, 1994 and the catastrophic events to the transportation system of L.A.

Now is the time to build!

Roger Patten AIA

Dept. of Design
Construction & Land Use

APR 09 2004

RECEIVED

the waterfront



A Seattle waterfront Concept to restore
& revitalize the lower Viaduct area
into the JEWEL OF THE PACIFIC

Linda Lane & Roland Lane Architect all rights reserved

the waterfront

n a r r a t i v e

Seattle is called the Emerald City because it is the Jewel of the Northwest, strategically located at the crossroads of international travel connecting it to the Islands of the world by land, sea and air.

c o n c e p t

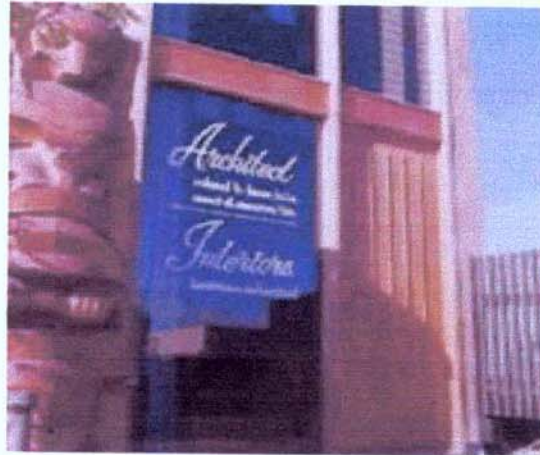
We propose a quantum leap in the redesign of its downtown waterfront location into a series of canals and alternative land forms.

We then develop a world class, integrated community representing our diversity of peoples, ideas, talents and products as they relate to the international market place. From there it evolves into a people friendly, creative environment bringing us further into the world community of great cities.

A living plan with shops, offices, sidewalk cafes, courts, museums, housing, Art, Sports, Industry, apartments and hands on exhibits.

Linda Lane & Roland Lane Architect all rights reserved

Architectural Services



Seattle Waterfront

pros

- + Increased beauty to Seattle
- + Maximum property value
- + Economic recovery aid
- + Exceptional land use
- + Long term benefits
- + Environmental plus

cons

- + Run down land fill
- + Land waste
- + Slum area
- + Low taxable base
- + Parking lot use
- + Junk yard

Linda Lane & Roland Lane, Architect, all rights reserved

Linda Lane & Roland Lane, Architect, all rights reserved

El 1011 B 12

RAILROAD UNDER
WESTERN AVE
PARKING ALL
UNDERGROUND



From: <UCPLLC@aol.com>
To: <Catherine.Maggio@Seattle.Gov>
Date: 2/17/04 6:48AM
Subject: Re: Waterfront Forums

Dept. of Design
Construction & Land Use
FEB 17 2004
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Catherine, I'm not with the media and mostly interested in the Interbay area, including the Pier 89 unimproved land (which I assembled for clients and resold most of to Immunex in 2000) and the Port's T 90 and 91 properties. I'm deeply involved in the redevelopment of the former Tsubota Steel property on 15th West, and because the 12.6 acres I have assembled there for investors and a developer partner is the front door to the National Guard Armory, I've worn spokesman, advocate, thorn-in-the-side-of-the-Green-Line, etc. hats for three years.

I will come by the afternoon of the 27th and get a flavor of what areas are being focused on, and who is doing the focusing. Your boss is not enamored with Interbay redevelopment. He only pushes South Lake Union as being Mecca, which is shortsighted on his part. "We" have more land area, better orientation to the water and the sun, better actual and potential transportation corridors, and much less per-foot land cost.

I also don't have industrial ownership interests (BINMIC) serving to direct my land use activism toward preservation of a blue collar buggywhip "family wage" job environment in inner city locations. Actually, I wish I had known about this activity sooner. Best regards, Ron.

Seattle's Central Waterfront Plan Charrette Brief

Dept. of Design
Construction & Land Use
JAN 29 2004
01/29/2004
RECEIVED

Team Report *(Please turn in page one only at the charrette.)*

1. Team Name

A concise title that embodies the spirit of your vision.

2. Intention Statement

A descriptive phrase or sentence that summarizes your main theme or approach.

PUT IN A CUT AND COVER TUNNEL WITH
HIGHRISE BUILDINGS, PARKING GARAGES AND
PARKS, TO RECOVER COSTS OF PROJECT

3. Products

All products must be turned in at the end of the charrette, 10:30 p.m. Saturday 2/28/04.

- ☐ Team Report
- ☐ 1 Plan
- ☐ 1 Section
- ☐ Other *(Please specify)*

4. Team Facilitator

Please print.

5. Team Members

Please print.

JIM	SIMPSON WS DOT (206-799-7495)

From: EnviroIssues <Info@enviroissues.com>
To: "catherine.maggio@seattle.gov" <catherine.maggio@seattle.gov>
Date: 1/22/04 10:04AM
Subject: FW: Alaskan Way Viaduct & Seawall Replacement Project

FYI

-Kristy
EnviroIssues
-----Original Message-----

From: Art Skolnik [mailto:askolnik@earthlink.net]
Sent: Wednesday, January 21, 2004 5:44 PM
To: Alaskan Way Viaduct & Seawall Project
Subject: Re: Alaskan Way Viaduct & Seawall Replacement Project

Dept. of Design
Construction & Land Use
JAN 22 2004
RECEIVED

Cruise Ship Staging Area.

I have proposed to the Port that they relocate their offices at Pier 69 to an uphill location and adaptively reuse the pier structure as a vehicle staging area for their ever expanding Cruise Ship activities that are putting great pressure on North Alaskan Way traffic circulation. Gutting the Pier building and using the main floor for staging of Buses, trucks, limos, taxis, etc, is a more appropriate use in support of a water dependant use at pier 66.

Please mention this at the Charrette.
thanks, art

Alaskan Way Viaduct & Seawall Project wrote:

From: "bktse@earthlink.net" <bktse@earthlink.net>
To: <Catherine.Maggio@Seattle.Gov>
Date: 2/4/04 11:42AM
Subject: Re: 29 Jan 2004 Charrette Orientation; //General Comments

>>> "bktse@earthlink.net" <bktse@earthlink.net> 01/29/04 11:33PM >>>
Statewide Underlying Planning Theme: Self-sufficient States
Citywide Planning: City-specific industries
Viaduct caution: Viability of continued use for vehicular
traffic; //continued use in current volume will add stress to aging
seawall,
liquefiable soil, and general overall structure of
viaduct; //historical
considerations to be noted
Seawall Gribbles: confirmation of possible correlation with most
stressed
areas, weight-bearing
Inquiry: Cost estimate for retaining the viaduct for non-vehicular
traffic, rerouting of vehicular traffic and redefining transportation
needs to coincide
Motto: If we don't need it, we don't eat it

Prepared by:
B.K. Tse
BSEE 1979 UofWA
MSEE 1988 UofWA
The Boeing Company 1980 Failure Analysis
BKT Freelance Engr 2003

Dept. of Design
Construction & Land Use
FEB 04 2004
RECEIVED

Robert Scully - PACIFIC CITY

From: "JOHN" <worthingtonjw2u@hotmail.com>
To: <robert.scully@seattle.gov>
Date: 3/15/2004 1:03 PM
Subject: PACIFIC CITY

Dept. of Design
Construction & Land Use
MAR 15 2004
RECEIVED

Hello mayor nickels,

Please consider the Idea of promoting an amusement park on the waterfront.

The project should use sediments from the elwah dams,and imported sand
to create a large beach strip.

The park should be called pacific city

Pacific city should be designed to be an international tourist destination.

There is only one west coast amusement park with a rollercoaster on the coastline.

SEATTLE SHOULD PUSH HARD ,To become an international destination site,
WITH A COASTLINE AMUSEMENT PARK

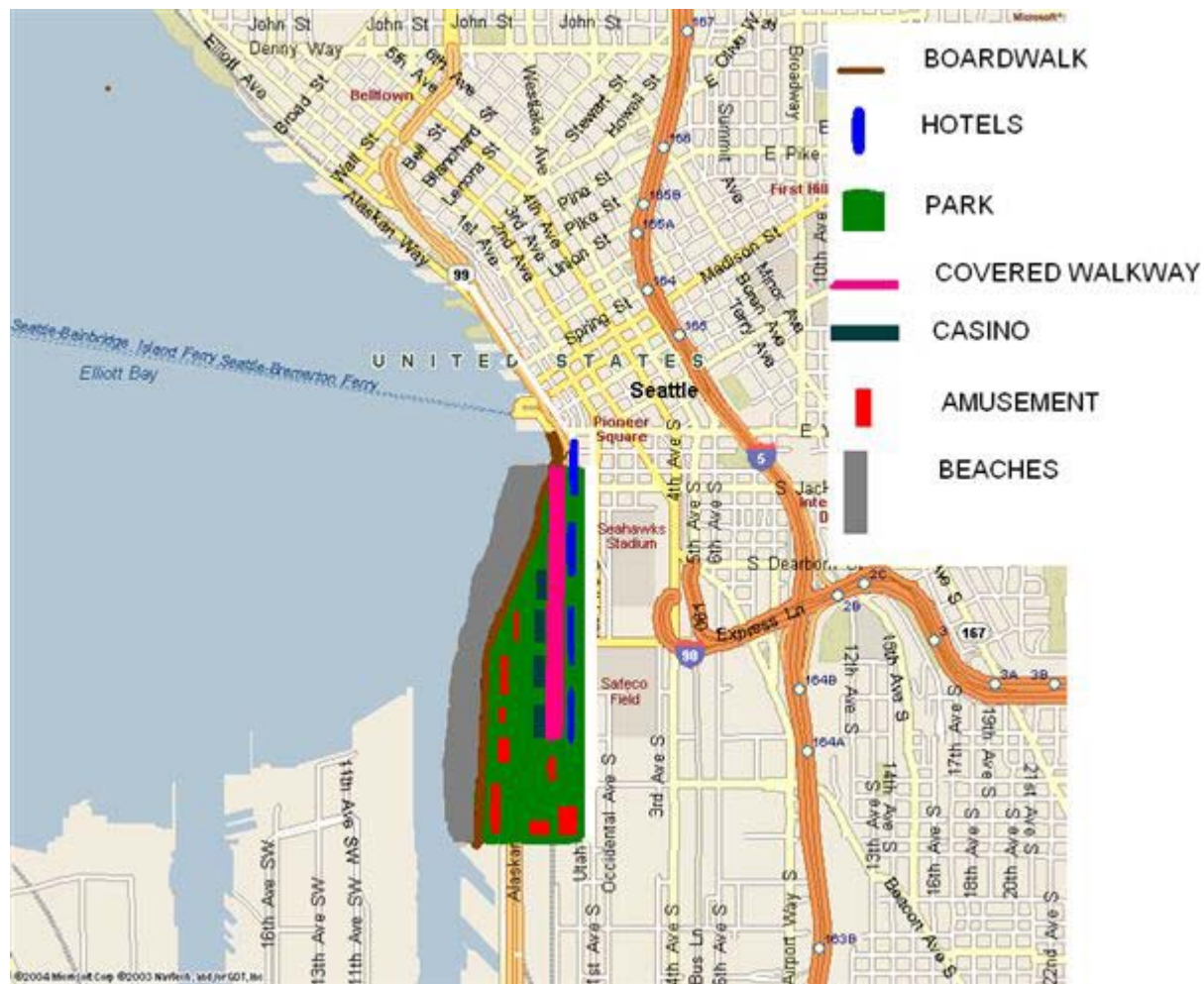
PACIFIC CITY

hotels, amusement park,stadiums,Large casinos, beaches and boardwalks.

ORGANIZE ,STERILIZE,AND HOMOGENIZE PACIFIC CITY FOR THE INTERNATIONAL
PUBLIC'S CONSUMPTION.

THANK YOU,

JOHN WORTHINGTON



From: "JOHN" <worthingtonjw2u@hotmail.com>
To: <waterfrontplan@seattle.gov>
Date: 4/19/04 10:13AM
Subject: PACIFIC CENTER

The 22 plans were good.

The beach plans all seemed small, and would be filled up too quickly .

THE PLANS Need more beach front.
No HOUSING PROJECTS, or communities

Large Usable public spaces

The ferry dumps traffic into the projected USE areas.

The ferry terminal should be moved to west seattle

Harbor Island should be moved. the view is in the way of the central waterfront plan.

THE SHIPPING CARGO TERMINAL SHOULD BE MOVED

Harbor Island is an eyesore to the plan.

Broaden the scope of the beach front Idea.

Unchain, and unshackle the waterfront plan.

Be bold.

THE SECOND WATERFRONT AMUSEMENT PARK ON THE WEST COAST, THAT IS BOLD

Thank you JOHN WORTHINGTON

From: "john worthington" <worthingtonjw2u@hotmail.com>
To: <Teresa.Trujillo@Seattle.Gov>
Date: 4/28/04 10:39AM
Subject: RE: Fwd: Seattle and Waterfronts: Ray Gastil
Lecture!puget centre

Hello and thank you,

I have recieved a nearly unanimous response to the amusement park, boardwalk, and huge beach idea.

any name you give it,

PUGET CENTRE
PACIFIC CENTRE
WHATEVER,

As ;long as there is a waterfront Amusement park, with a big beach area for miles, and a long boardwalk from

Anyone that you have draw it, it doesn't matter

Miles long beaches, miles long boardwalk, amusement, hotels, amusement hotels.

From the matson pier to the new lower pike place, BIG,HUGE beaches, big amusement, and a big boardwalk Not a secondary feature but ONE OF THREE MAIN focal points that will provide more maximum attendance capacity than the current 22 ideas. These 22 Ideas Provide much needed input for the smaller fill in sections of puget Centre. Suggestions that will ensure a cultural uniqueness.

However the Meat and Potatoes In my book for the waterfront would be the AMUSEMENT,BEACH AND BOARDWALK SECTIONS.

The harbor "theme hotel Island" is popular AND People I have spoken to think the teasure Island hotel is a perfect match for harbor island.

>>> "john worthington" <worthingtonjw2u@hotmail.com> 03/19/04 11:59AM >>>
Seattles waterfront needs an aggressive overhaul.

The waterfront plan that has the guts to relocate commercial shipping to
magnolia, and ballard
will be best for seattle.

The stadiums should be in a better enviroment.

I had decided that harbor island should be the vegas style strip, away from
the amusement(.gray area).

Although it would require relocation of several companies, I feel that the
shipping and companies should be moved to either magnolia , or ballard.., and
at least the east side and the tip of harbor island, plus the duwamish
should be designated for asimillation to pacific center.

also, you would be moving the military base to ft. lawson or discovery park.

even the ferry terminal should be relocated to west seattle.(am I mole
borering you).

the boundaries of pacific center are pier 66 north to the matson terminal
south.

The water would be the western boundary plus at least the tip of harbor
island

The eastern boundary should be as wide as the stadiums , with a little strip
along the northern piers.

My proposals will make seattle an INTERNATIONAL DESTINATION.

But you have to have the underwearwithall to make the decisions that will
make you feel comfortable with what you think would be better for your
kids, and future seattle residents.

PACIFIC CENTER IS BETTER FOR SEATTLE

Please commit to pacific center.
thank you,

Dept. of Design
Construction & Land Use
MAR 16 2004
RECEIVED

PACIFIC CENTER IS BETTER FOR SEATTLE

Please commit to pacific center.
thank you,

>From: "Teresa Trujillo" <Teresa.Trujillo@Seattle.Gov>
>Subject: Waterfront Charrette Presentation & exhibit
>Date: Thu, 18 Mar 2004 14:10:45 -0800
>
>Save the date for the Seattle's Central Waterfront Plan Charrette
>Presentation & Exhibit!
>
>Wednesday, April 7, 2004
>5:30 - 9:00 PM
>Pier 66
>Bell Harbor International Conference Ctr.
>Elliott Hall
>
>During the presentation, all 22 teams' design concepts will be on
>display for viewing and comment. Please come and see these exciting
>visions for Seattle's future waterfront. For information on this event,
>please contact waterfrontplan @seattle.gov
>
>Additional information may be found on the web site at:
>www.seattle.gov/dpd/centralwaterfront
>
>
>Teresa Trujillo
>City of Seattle/DPD
>City Design 19th Floor
>700 5th Avenue
>
>Mailing Address:
>P.O. Box 34019
>Seattle, WA 98124-4019
>
>Tel: 206 386-0098
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>teresa.trujillo@seattle.gov